

470TH AERO SQUADRON.

(Formerly 58th Aero Squadron)

About 60 per cent of the members of the 58th Aero Provisional Squadron which was organized at Kelly Field, Texas, August 9th, 1917, came from the recruit depot at Fort Slocum.

After a normal course of preliminary training at the Texas station, the squadron moved on October 11th and arrived a few days later at what was to be known as the Aviation General Supply Depot, and Concentration Camp at Morrison, Virginia. At that time the Morrison Camp was nothing but a mud hole. The 58th was the first squadron to arrive and inside of a month a complete change had been made in the appearance of the location; barracks had been built, the land cleared and many other improvements made.

The squadron sailed January 19th, 1918, from Newport News, Virginia on the former freight steamer, Henry R. Mallory. Hoboken was reached the following day and there the squadron lingered until the 24th. Just before sailing, the name of the unit had been changed, in accordance with orders, to the 470th Aero Squadron.

Brest, France, was reached February 5th. This organization was fully equipped with tools, and other necessary supplies. By February 7th, all these supplies as well as some belonging to the 1st Provisional Aero Wing, were loaded on the trains and the trip across France commenced. LeHavre was reached on the morning of the 9th. The same evening the squadron found itself aboard a transport bound for England. Next morning the men woke up in Southampton, England. The squadron was sent to the rest camp at Romsey where it remained from the 10th until the 20th, on which day it proceeded to Stockbridge, and marched five miles to Lopcombe Corner, England, where it arrived that afternoon.

The work at this station consisted mostly of construction

in connection with the Royal Air Force Aerodrome No. 6, The camp was located near no town and the life, up to the end of the war, was more or less humdrum. But the results it obtained were highly praised by inspecting Officers.

Up to the ending of the war and the return of the unit to the United States very little change was made in the personnel. 1st Lieut. E.R.Scroggie, Sig.R.C.,A.S., was the first Officer to act Commanding Officer. He was followed on September 17th, 1917, by Major Thorne E. ^eDeuel, J.M.A.,A.S. On September 17th, 1917, Lieut. Philip M. Prescott, Jr., Sig.R.C.,A.S., was assigned to the squadron and on October 7th, he was placed in command, vice Major Deuel, relieved. With the exception of the time from November 17th until November 24th, 1917, when Capt. William A. Campbell, A.S., was placed in command, Capt. Prescott (appointed Capt. from Lieut. January 14th, 1918) was the Commanding Officer until the end of the war.

When the Armistice was signed the Officers with the squadron were:

Capt. Philip M. Prescott, Jr.
1st Lieut. Robert Swarthout,
1st Lieut. Hugh Martin,
1st Lieut. Henry E. Loney,
2nd Lieut. Meredith R. Gardiner,
2nd Lieut. John J. Barry,
2nd Lieut. Robert B. LaForge,

Officers who at one time or another served with the squadron were:

1st Lieut. Glenn R. Miller,
1st Lieut. Maurice Clark,
1st Lieut. Leo Smith,
2nd Lieut. Walter R. Shiner,
2nd Lieut. Percy R. Ransome,
2nd Lieut. Alfred M. Goodloe,
2nd Lieut. Gaston O'Brien,
2nd Lieut. William H. Lazarus,
2nd Lieut. Ferdinand Zogbaum.